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Bills of health were issued to the following vessels: September 5, steamship *Clinton*; crew, 27; passengers from this port, none; passengers in transit, none; pieces of baggage disinfected, none. September 6, steamship *Usk*; crew, 20; passengers from this port, none; passengers in transit, none; pieces of baggage disinfected, none.

Respectfully,

R. H. PETERS,

Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

Report from Puerto Cortez—Fruit port.

PUERTO CORTEZ, HONDURAS, *September 10, 1901.*

SIR: I have to make the following report of the conditions and transactions at this port during the week ended September 10, 1901:

Population, according to census of 1896, 1,856; present officially estimated population, 2,000. Number of cases and deaths from yellow fever during the week, none; number of cases and deaths from small-pox during the week, none; number of cases and deaths from typhus fever during the week, none; number of cases and deaths from cholera during the week, none; number of cases and deaths from plague during the week, none; number of deaths from other causes during the week, 1. Prevailing disease, malarial fever. General sanitary condition of this port and the surrounding country during the week, very good.

Bills of health were issued to the following vessels: September 4, steamship *Anselm*; crew, 35; passengers from this port, 12; passengers in transit, none; pieces of baggage disinfected, 18. September 7, steamship *Bratten*; crew, 15; passengers from this port, none; passengers in transit, none; pieces of baggage disinfected, none. September 9, steamship *Habil*; crew, 15; passengers from this port, none; passengers in transit, none; pieces of baggage disinfected, none.

Respectfully,

SAMUEL HARRIS BACKUS,

Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

ITALY.

Reports from Naples.

NAPLES, ITALY, *September 2, 1901.*

SIR: I have the honor to report that for the week ended August 31, 1901, the following ships were inspected:

August 26, the steamship *Spartan Prince*, of the Prince Line, bound with passengers and cargo for New York. There were inspected and passed 484 steerage passengers and 120 pieces of large baggage. Seven hundred and ninety-three pieces of baggage were disinfected by steam.

August 27, the steamship *Burgundia*, of the Fabre Line, bound with passengers and cargo for New York. There were inspected and passed 515 steerage passengers and 96 pieces of large baggage. Six hundred and thirty-one pieces of baggage were disinfected by steam.

August 28, the steamship *Archimede*, of the Italian General Navigation Company, bound with passengers and cargo for New York. There were inspected and passed 710 steerage passengers and 210 pieces of large baggage. Eight hundred and seventy-two pieces of baggage were disinfected by steam.

August 29, the steamship *Werra*, of the North German Lloyd Steamship Company, bound with passengers and cargo for New York. There were inspected and passed 446 steerage passengers and 85 pieces of large baggage. Five hundred and twenty-six pieces of baggage were disinfected by steam.

August 31, the steamship *Victoria*, of the Anchor Line, bound with passengers and cargo for New York. There were inspected and passed 716 steerage passengers and 120 pieces of large baggage. Seven hundred and eighty-four pieces of baggage were disinfected by steam.

Smallpox and typhus.

During the week ended August 31, 1901, there were officially reported at Naples 86 cases of smallpox, with 16 deaths, and 1 case of typhus with no deaths.

Plague in Egypt.

Under date of August 26, 1901, the number of cases of plague in Egypt was reported to be 8, 5 natives at Port Said and 3 Europeans at Alexandria. Since April 7, 1901, there have been 120 cases of bubonic plague in Egypt, with 51 deaths.

Emigration inspection at Palermo.

August 27, inspected 182 emigrants bound for New York on the steamship *Spartan Prince*.

Respectfully,

J. M. EAGER,

Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

NAPLES, ITALY, *September 9, 1901.*

SIR: I have the honor to report that for the week ended September 7, 1901, the following ships were inspected:

September 1, the steamship *Scotia*, of the Hamburg-American Line, bound with passengers and cargo for New York. There were inspected and passed 173 steerage passengers and 25 pieces of large baggage. Two hundred and eight pieces of baggage were disinfected by steam.

September 4, the steamship *Liguria*, of the Italian General Navigation Company, bound with passengers and cargo for New York. There were inspected and passed 799 steerage passengers and 175 pieces of large baggage. Eight hundred and twenty-two pieces of baggage were disinfected by steam.

September 6, the steamship *Aller*, of the North German Lloyd Steamship Company, bound with passengers and cargo for New York. There were inspected and passed 355 steerage passengers and 103 pieces of large baggage. Four hundred and sixty-four pieces of baggage were disinfected by steam.

Smallpox.

During the week ended September 7, 1901, there were officially reported at Naples 96 cases of smallpox, with 10 deaths.

Plague in Egypt.

September 2, 1901, it was reported that there were 5 cases of bubonic plague in Egypt, 2 at Port Said, 2 at Mit Gamr, and 1 at Alexandria. The total number since April 7, 1901, is 132, with 60 deaths.

Plague in Turkey.

It is reported under date of August 29, 1901, that no new cases of plague had occurred at Constantinople for ten days, and that, in view of that fact, the sanitary council had decided to give clean bills of health to vessels leaving Constantinople.

Respectfully,

J. M. EAGER,

Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

New Italian emigration law.

NAPLES, ITALY, *September 3, 1901.*

SIR: I have the honor to submit the following report:

The new Italian emigration law which takes effect to-day presents a number of features of interest from a sanitary and service point of view.

Naples, Genoa, and Palermo are the only Italian ports from which emigration will be permitted. Venice, formerly an emigration port, has been taken off the list. Italian emigrants are defined as Italian citizens who leave Italy in Italian or foreign vessels occupying third-class compartments or compartments which the Italian authorities consider to be equivalent to the ordinary third class.

At the emigration ports the Italian Government is represented by an inspector of emigration. With the consent of the Governments of the different countries to which emigration takes place, inspectors of emigrants are to be appointed for duty in such countries, or diplomatic or consular officers detailed for that purpose. It is the duty of these inspectors stationed in foreign countries to protect the interests of Italians, furnish information regarding them, and obtain employment for them when necessary.

The medical officer, or one of the medical officers of all emigrant vessels leaving Italy, must be a medical officer of the royal Italian navy, in the active or auxiliary service. To these medical officers is intrusted the supervision on board of Italian citizens, in addition to general medical, surgical, and sanitary duties.

The companies engaged in carrying emigrants are to be represented by agents, known as "vettore," who are responsible to the Italian government for the enforcement of the regulations. The "vettore" are to guarantee that the Italian medical officer is furnished with his living aboard and a first-class stateroom, both for the outward and the return trip.

Under the law, emigrants refused for any malady must be returned without expense to the Italian Government or the emigrants to the place where they live; or, if foreign to Italy, to the frontier by which they entered Italy for embarkment. The "vettore" are responsible to the emigrants for civil damages in case of rejection at the final destination on account of foreign immigration laws, when it can be proved that the "vettore," or those for whom he acts, were aware, before the sailing, of the circumstances that would probably determine the rejection of the emigrant.

The "vettore" are responsible to the Italian Government for the safe transport of emigrants to their destination. In addition, they are required to assume the responsibility for the return of indigent Italians by emigrant ships which touch at Italian ports after landing emigrants abroad. These vessels, at the request of the Italian diplomatic or con-